(b) if so, the action taken by Government;

(c) if no action has been taken so far, the reasons therefor and by when the action will be initiated; and

(d) the present status of the proposal to extend the suburban railway services on Western Railway upto Dahanu Road?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) and (c) Providing terminal facilities at Dahanu Road may not be convenient to the travelling public as it is 126 km. from Churchgate.

(d) At present DMU services are running between Virar and Dahanu Road.

Reserved Berths for Disabled in Trains

432. SHRI MUKESH R. PATEL:
SHRI SANJAY NIRUPAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are going to allot reserved berths for disabled in the train;

(b) if so, the reservation proportion thereof; and

(c) whether any notification has been issued in this regard?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (c) Ministry of Railways have issued instructions to Zonal Railways in September, 1995 to earmark two berths in sleeper class in all trains running on non-suburban section for handicapped persons performing thier journey on handicapped concessional ticket. The been accompanying the handicapped person as escort is also provided accommodation out of this quota.

Addition of AC 2 Tier and AC 3 Tire Coaches in Sabarmati Express

433. SHRI RAJNATH SINGH 'SURYA':
SHRI SANJAY NIRUPAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to add AC 3 tier and AC 2 tier coaches in Sabarmati Express running between Faizabad and Ahmedabad;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (c) Railways have already decided to provide A.C.2 Tier sleeper coaches on all long distance overnight Mail/Express trains in a phased manner depending upon their availability from Production Units. However, provision of A.C. 3 tier sleeper coach on this train can only considered on its conversion into air brake as A.C. 3 Tier sleeper coaches are equipped with air brake system.

Conversion and Diversion of Gadhak-Solapur Section

434. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether any provision was made in the Railway Budget, 1997-98 for conversion and diversion of Gadhak-Solapur Section of the railway line; if so, the details thereof;

(b) whether parts of this provision have been diverted from this project, if so, how much of it has been so diverted and to which project; and

(c) whether work on Hotgi-Solapur Section has been affected thereby, if so, by when the work on the project was scheduled to be completed and how far it is likely to be delayed?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir. An allocation of Rs. 79.20 crores has been provided in the Budget,

1997-98 for the gauge conversion of Solapur (Hotgi)-Gadag section.

(b) No. Sir,

(c) Work on Hotgi-Solapur section has not been delayed. It is targetted for completion by December, 1998.

Construction of Over-Bridge on the Main Line in New Solapur

435. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to construct an over-bridge on the main line in New Solapur (Central Railway); if so, the details thereof;

(b) whether bridge under contemplation is a single lane bridge which but for heavy traffic would create a serious traffic bottleneck on it;

(c) whether there is a pressing public demand for a double track bridge in place of the contemplated single track bridge;

(d) what is the estimated cost of double track bridge and how far it exceeds that of the single track bridge; and

(e) what is Government's decision on this public demand?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes Sir, Two Raod Over Bridges are being built.

(i) One Road Bridge at Km. 456/4 between Solapur-Tikekarwadi stations, I Km. away from Solapur station.

(ii) Another at Km. 458/5 between same stations.

(b) (i) Road Over Bridge at Km. 456/4 is a 2 lane bridge over single line BG track and is being reconstructed as a 2 line bridge over double line BG track.

(ii) Road Over Bridge at Km. 458/5 is being rebuilt as single lane as 6 M wide (4.5m road way and 1.5 M footpath on one side). Civil Authorities (Municipal Corporation and District Magistrate) have considered single lane width as sufficient for the traffic.

(c) Yes, Sir, Local public and their elected representative have been demanding widening of this bridge.

(d) Rebuilding on Road Over Bridge as 2 lane is likely to cost Rs. 97 lakhs whereas reconstruction as per existing dimension will cost Rs. 64 lakh approximately Rs. 33 lakh more.

(e) If additional width of road over bridge is required to cater to increased traffic, the cost of this extra width is to be fully borne by the State Govt./Road Authority. Since the demand of the public is on account of increase in road traffic, the State Govt./Road Authority have to bear the extra cost. Railway will take prompt action if such a proposal is sponsored by State Govt./Local Body duly agreeing to bear their cost.

Telephone Facilities in Rajdhani and Shatabdi Express

436. SHRI ASHOK MITRA: Will the Minister of RAILWAYS be pleased to state:

(a) the capital cost estimated to be incurred in 1997-98 to instal telephone facilities in Rajdhani Express and *Shatabdi Express; and*

(b) the estimated outly proposed for providing drinking water facilities to rail passengers during the year;

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) No capital cost will be incurred by the Railway in 1997-98 to instal telephone facilities in Rajdhani Express Train as Videsh Sanchar Nigam Limited (VSNL) has agreed to give Satellite Telephones to Indian Railways on loan basis. However, there will be minor expenditure by Railway in fitment of antenna equipment cables etc. in the Pantry Car.

(b) All railway stations are provided with drinking water. This facility is improved/augmented whenever so